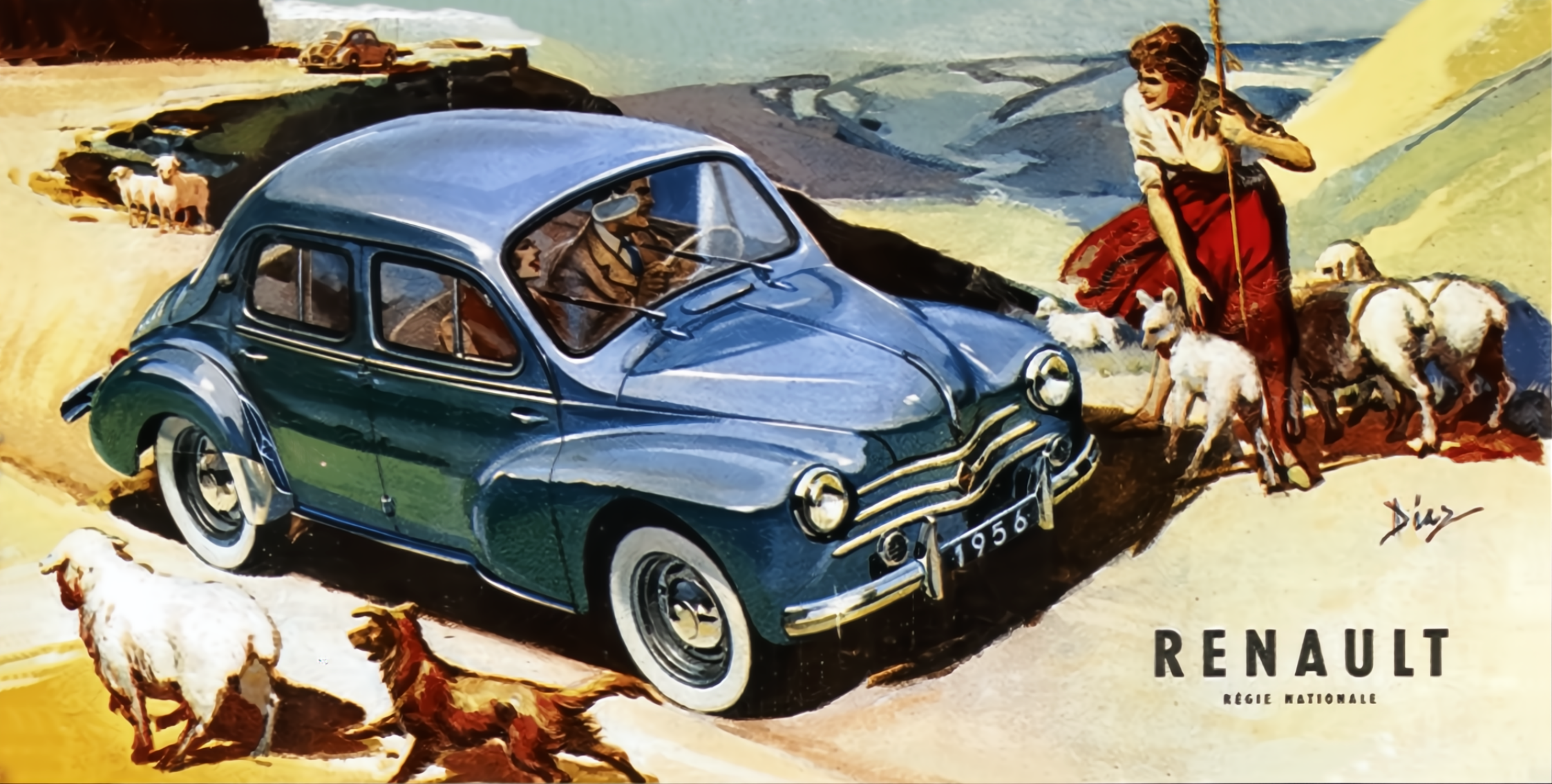
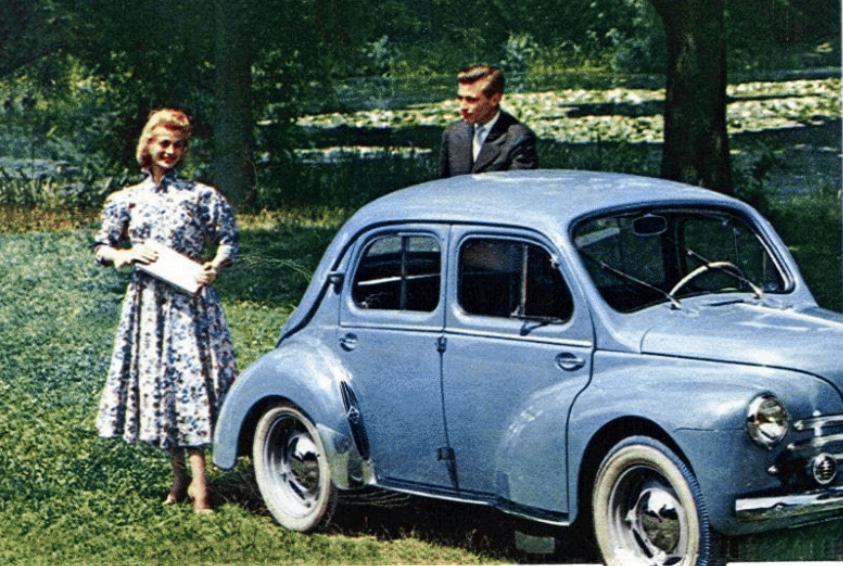




Diaz

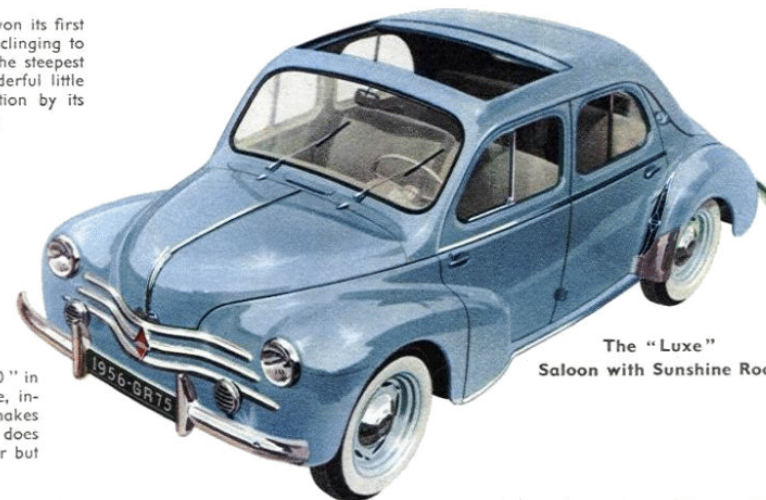
RENAULT

RÉGIE NATIONALE



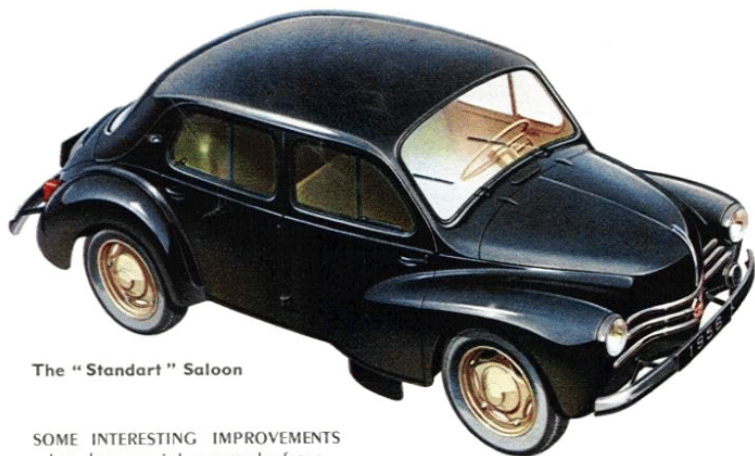
The "LUXE" Saloon

LIVELY
It was **over mountain roads** that the "750" won its first laurels. Supreme as a climber, easy to handle, clinging to the road on tricky bends taken fast, mastering the steepest climbs thanks to the power reserves of its wonderful little engine, the "750" has won universal admiration by its victories in sporting events over far larger cars.



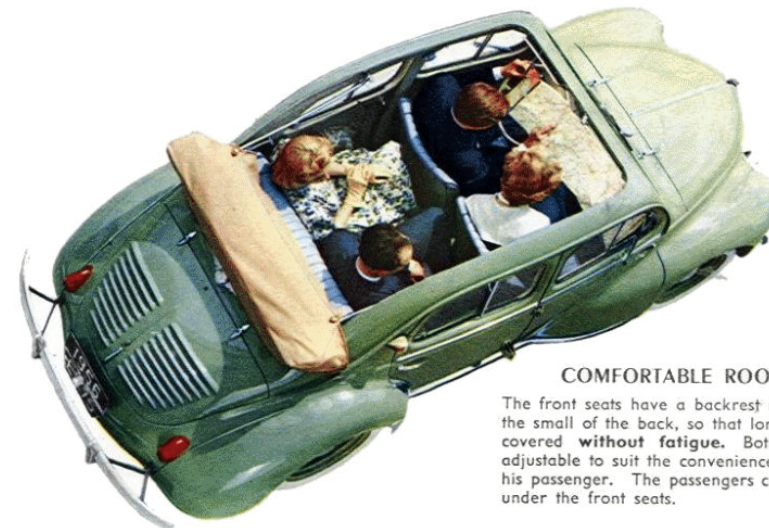
The "Luxe"
Saloon with Sunshine Roof

ECONOMICAL
No car costs less than the "750" in fuel consumption, maintenance, insurance and garage fees. It makes no extravagant demands but does the same work as a larger car but at less cost.



The "Standart" Saloon

HANDY
The "750" slips easily through the crowded streets of modern cities, taking advantage of the smallest gap, parking in a flash. Its amazing acceleration makes you the first away from the traffic-lights and so you gain precious time.



The "grand Luxe" Convertible

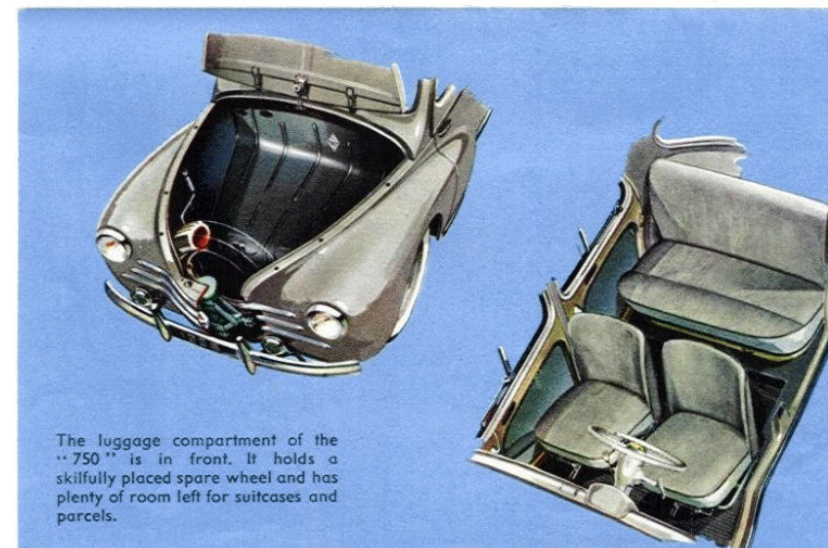
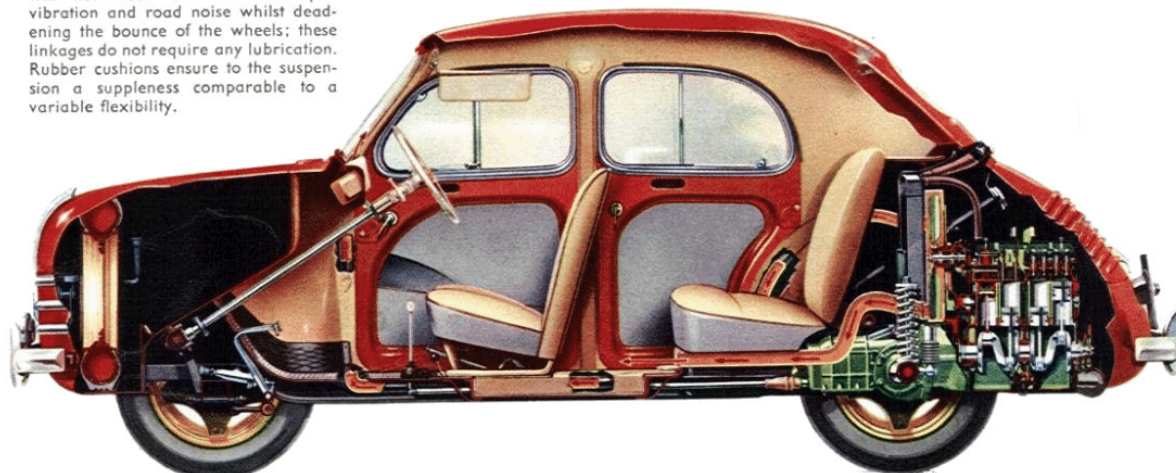
STYLISH
The extremely skilful streamlining of the "750" gives it not only an admirable airflow coefficient but also a trim, modern line which makes a fitting background for feminine grace.

COMFORTABLE ROOM FOR 4

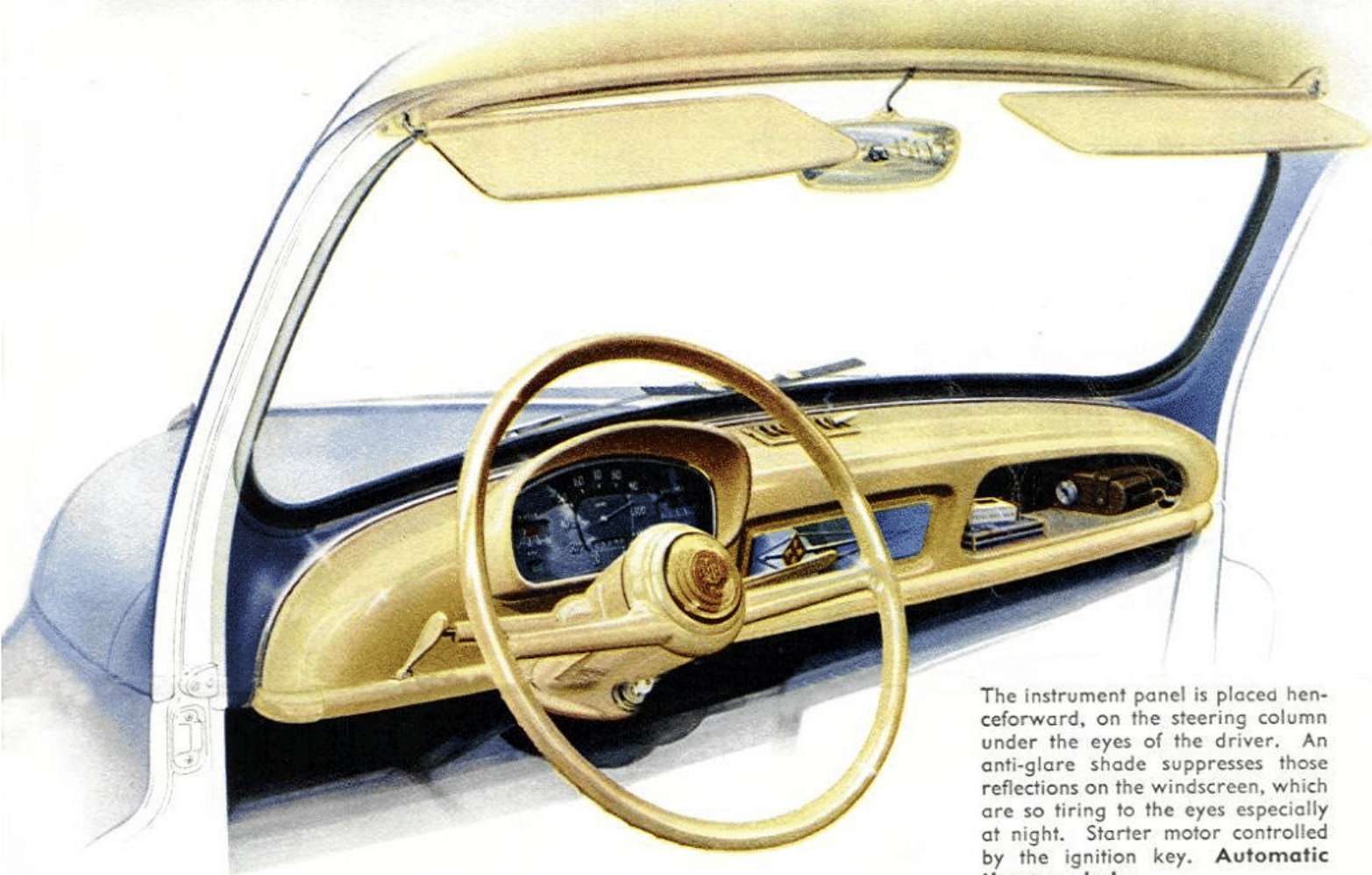
The front seats have a backrest rounded to support the small of the back, so that long distances can be covered **without fatigue**. Both front seats are adjustable to suit the convenience of the driver and his passenger. The passengers can extend their feet under the front seats.

SOME INTERESTING IMPROVEMENTS HAVE BEEN CARRIED OUT TO THE FRONT SUSPENSION

New linkages are rubber sleeves which will not wear and which dampen vibration and road noise whilst deadening the bounce of the wheels; these linkages do not require any lubrication. Rubber cushions ensure to the suspension a suppleness comparable to a variable flexibility.



The luggage compartment of the "750" is in front. It holds a skilfully placed spare wheel and has plenty of room left for suitcases and parcels.

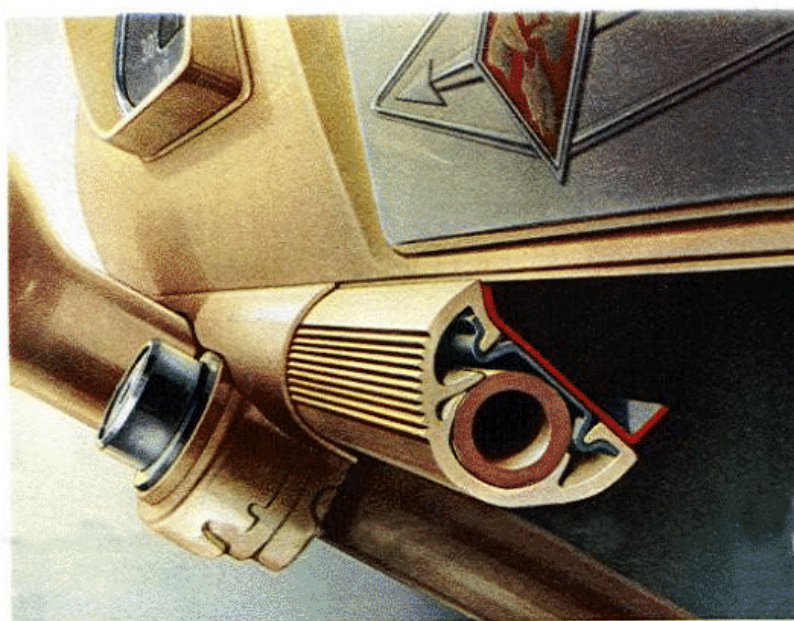


The instrument panel is placed henceforward, on the steering column under the eyes of the driver. An anti-glare shade suppresses those reflections on the windscreen, which are so tiring to the eyes especially at night. Starter motor controlled by the ignition key. Automatic thermo choke.

In order to lessen the consequences of an accident, an experience which is always possible, the 1956 750 model has been fitted with a number of safety devices.

The new dash-board has been fitted along its entire length with a rubber anti-shock cushion to deaden, to a large extent the shock to the knees of the passenger in the event of a sudden stop. A similar cushion is fitted along the top of the windscreen.

All the accessories which can not be included in the bodywork are made of plastic materials, and as a result, are rendered harmless : the antiglare screens, the door handles with rounded edges, a flexible rearview mirror. The semi-pliable driving wheel is a particular asset which absorbs to a great extent the shock to the driver if he is thrown forward.



This electro-magnetic device really facilitates the driving of the car, due to the fact that the **clutch pedal is eliminated**. Instead of the pedal, there is the action of an electro-magnet to which current is supplied from the generator. Thus, the clutch release effect is obtained automatically when idling and the clutch is applied by speeding up the engine.

For shifting gears, it is no longer necessary to release the clutch, as one has merely to operate the gear shift lever and the latter causes successively clutch release and clutch application through a suitable electrical switch. This system is fool-proof. The unexperienced driver has no longer to worry about timing his hand and foot movements and there is no danger of engine stalling. The experienced driver will appreciate this new driving technique which proves less tiresome and can be at least just as easy and brilliant as with the conventional three pedals.

The device is perfectly safe under any circumstances. A change-over or selector lever permits the automatic clutch to be connected with the battery to take full advantage of engine braking effect when driving down hill over a long distance at reduced speed or in order to park or stop the vehicle on a grade.

On request, the 4 HP model is now available from production with a new
FERLEC AUTOMATIC CLUTCH



MECHANICAL CHARACTERISTICS

ENGINE

Rear engine
4 cylinders, four stroke
Bore - 54.5 mm.
Stroke - 80 mm.
Cubic capacity - 747 c.c.
Compression ratio -
7.25 : 1

Brake horsepower -
21 h.p.
R.A.C. rating - 7.5 h.p.
Removable cylinder
liners
Water cooled.
Pressurized radiator
6 volt battery - 60/75 amp/hr.

SUSPENSION

All four wheels indepen-
dently sprung
Four coil springs and hy-
draulic shock absorbers

Tyres - 5.0×15 or
135×380
"Standard" model -
4.5×15

BRAKES

Adjustable hydraulic brakes on all four wheels.
Mechanical handbrake operating on rear wheels only.

THE NEW GEAR BOX

of the 750 cc., is **fully synchromeshed** and is thus more agreeable to handle. It is practically impossible to grate the gears. The three gear ratios are well arranged so as to obtain the best out of the engine, especially on hills or in mountainous country.

BODY WORK

4 seater - 4 door saloon.
Overall weight empty in road trim :
"Standard" 11 cwts "Luxe" .. 11 1/2 cwts
"Grand luxe" convertible 12 cwts 6. lbs

DIMENSIONS

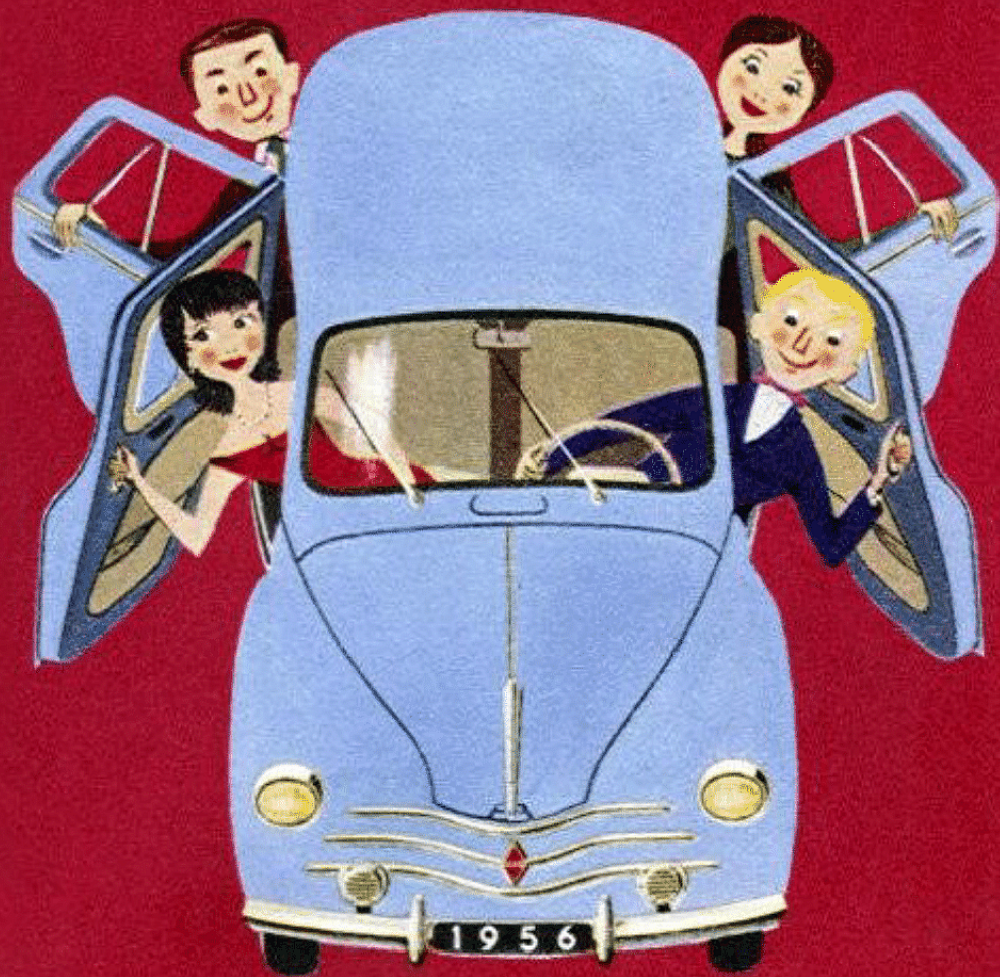
Length overall 11 ft. 11 ins.
Width 4 ft. 8 1/4 ins.
Height overall empty 4 ft. 9 3/4 ins.
Front and rear track 4 ft.
Wheelbase 6 ft. 10 3/4 ins.
Turning circle 27 1/2 ft.
Ground clearance 7 ins.

INTERNAL DIMENSIONS

From centre of windscreen to
centre of rear window 5 ft. 5 1/2 ins.
Elbow room (front seat) 3 ft. 11 3/4 ins.
(back seat) 3 ft. 11 1/4 ins.
Headroom (at centre) 3 ft. 9 ins.
(over seats - front) 2 ft. 11 1/2 ins.
(over seats - back) 2 ft. 10 3/4 ins.

Speed : 62 mph.

Petrol consumption : 50 m.p.g. on normal roads at an average speed of 37.5 mph (60 Km/h).



A DOOR FOR EVERYONE...

4 doors are undoubtedly more convenient than 2. Each one of the 4 passengers can enter or leave the car freely by his own door without inconvenience to himself or the other passengers.

In town or in the country the "750" Renault is up to every job and goes everywhere. It is the ideal **everyday car**, useful and sturdy - the car that sees you through the rush of modern life.

RÉGIE NATIONALE DES USINES

RENAULT

BILLANCOURT - FRANCE

The Régie Renault reserves the right to alter without further notice its models and their characteristics.

Research and study are continually being carried out in all parts of the world on the different conditions required for the varying climates, roads and altitudes.